

- Subject : Powerplant / electrical system / manual revision
- Effectivity : DG-800B with engine SOLO 2625
Instruction 1 ser.no. 8-104 up to 8-218, and ser.no. below 8-104 in case a second fuel pump has been retrofitted
Instruction 2 all up to ser.no. 8-103 with only one fuel pump
Instruction 3 all up to ser.no. 8-149
Instruction 4 all ser.no. with new Mikuni carburettor
Instructions 5 and 6 all ser.no. 's
- Accomplishment : Until March 31. 2002
- Reason : Instruction 1: Both electrical circuits of the coolant pump (from batteries and from generator) are protected by the DEI circuit breaker. Thus the coolant pump will stop running if this circuit breaker pops out. By installing a resettable fuse and by changing the wiring in the control unit the coolant pump will continue running via the generator circuit if the DEI circuit breaker is popped out (standard from 8-219 on).
Instruction 2: See instruction 1 but same modification also for the fuel pump.
Instruction 3: The circuit breaker ETA 4A for the DEI may pop out under unfavourable conditions even if there is no short circuit, therefore it will be replaced by an ETA 5A circuit breaker (with the Klixon 4A circuit breaker which is installed from ser.no. 8-149 on no change is necessary).
Instruction 4: The choke butterfly valve of the carburettor Mikuni BN 38 new version is held open by a spring (the old version of the carburettor Mikuni BN 38 has no choke butterfly valve but the primer nozzle instead). To ensure that the choke butterfly valve doesn't close in the event of a broken spring the axis will be secured by a pin.
Instruction 5: With unfavourable routing of the wires in the instrument panel, a wire may wear through at the sharp edges of the DEI. therefore an edge protection must be installed.
Instruction 6: When filling the wing fuel bags a user damaged the wing shells. Because of this the max. amount allowed to be filled in will be reduced and the filling procedure will be modified, see sections 2.6 and 4.2.3.5 of the flight manual.
Further manual revision for instructions 1 - 4 and due to service experience.
- Instructions : 1. Remove the control unit and ship it to DG for modification (incl. exchange of the fuse 250V 2A 5x20mm). When reinstalling the control unit regard the notes in MM sect. 1.14.3.
2. Remove the control unit and ship it to DG for modification. When reinstalling the control unit regard the notes in MM sect. 1.14.3. Modify the wiring according to working instruction no. 1 for TN 873/26.
3. Exchange the DEI ETA 4A circuit breaker against a similar ETA 5A breaker.
4. Secure the choke butterfly valve axis (only Mikuni carburettor new version) according to drawing 8M303.
5. Installation of an edge protection at the DEI: Check if any wires have already been damaged and repair if necessary. Cut and attach the felt according to drawing S49.
6. Exchange the following maintenance manual pages against the new pages issued November 2001, marked TN 873/26:
FM: 0.2, 0.3, 0.4, 0.5, 2.6, 4.5, 4.6, 4.8, 7.8
MM: 1a, 2, 3, 4, 4a, 5, 20, 24, 25, 28, 28a, 29, 30, 49, 56, 58, 68, 69, 78, 86, 87, 91, 93, 6EP27M, 8EP35, wiring schemes 8E201 (with and without TN873/19), 8E203 (with and without TN873/19), 8E219 amendment to wiring plan 8E202 and 8E204
RM: 1, 2, 13

Material : Instruction 1: modified control unit 8E103 incl. new fuse 250V 2A 5x20m,
Ty-rap 4,8x360mm
Instruction 2: modified control unit 8E103, Ty-rap 4,8x360mm, wire No. 63 with
heat shrink tubing, working instruction no. 1 for TN 873/26
Instruction 3: circuit breaker ETA 5A
Instruction 4: notched taper pin 2,5x10 DIN 1471, Loctite 243, drawing 8M303
Instruction 5: felt self-adhesive 3mm 4036 60x100mm, drawings S49
Instruction 6: manual pages see above

Weight and balance : influence negligible

Remarks : Instructions No. 1 - 5 are to be executed by the manufacturer or by a licensed
workshop and to be inspected and entered in the aircraft logs by a licensed
inspector.

Bruchsal, date:
November 12. 2001

LBA – approved:

Author:
Dipl. Ing. Wilhelm Dirks

The German original of this TN has been approved by
the LBA under the date of *21.11.01* and is signed by
Mr. Blume. The translation into English has been done
by best knowledge and judgement.

Type certification
inspector:
Dipl. Ing. Swen Lehner

DG Flugzeugbau GmbH

Working instruction No. 1 for TN 873/26

For instruction 2 (DG-800B with only one fuel pump)

Remove the heat shrink tubing from the red (+) wire of the fuel pump. Disconnect wires 56 and 58 from the connector which is crimped onto the red wire. Plug together wire 56 and wire 58 and insulate with heat shrink tubing. Now wire 56/58 will supply electric power only to the coolant pump.

Plug the new wire (No. 63, 1,2 mm²) onto the connector at the red wire and insulate with heat shrink tubing. Push the wire through the cable duct which contains the starter motor wires forwards into the relays compartment. Solder the wire to pin 33 in the control unit connector plug.

See also 8E219 amendment to wiring plan 8E202 and 8E204

Issued: November 6. 2001